

# Accident Review Team

**RSAC PTC  
Working Group  
Chicago  
July 8, 2003**



# January 2003

- Reviewed 1998-2001 Accidents.
- Determined PPAs.
- Used the same criteria as previously used.
- Same Team Members as much as possible.



# PPA's

**For the four year period (1998 to 2001)  
reviewed:**

- **Between 37 and 55 “PTC-preventable accidents” have occurred annually**
- **Approximately 30 fatalities and 514 injuries**
- **Approximately \$78,318,251 in railroad property damage.**

# **May 2003**

- **Reviewed Text of Generic Two Levels of PTC for an FRA Report to Congress**
- **Met in DC, May 5-6**
- **Mission Accomplished**
- **LEVEL A - Core functions would be met with an 80% improvement over past accidents (PPAs at Level 2)**

# Level A

- **Core functions would be met with an 80% improvement over past accidents (PPAs at Level 2)**
- **Track circuits for broken rail protection where currently provided and in the future where train speeds exceed 49/59 mph.**

# Level B

- Core functions would be met with an 98% improvement over past accidents (PPAs at Level 3) as identified by the Accident Review Team. All main line switches and *existing* defect detectors monitored by WIUs.

## **Level B (cont.)**

- **Enforce positive stop for trains where a stop is required.**
- **Flexible-block capability, but implementation of flexible block would occur only where capacity constraints warrant.**
- **Advance highway-rail grade crossing activation where speeds exceed 79 mph.**

# Both Levels

- **Both levels make provisions for the protection of Roadway Workers, different by level.**





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